

FIG.2

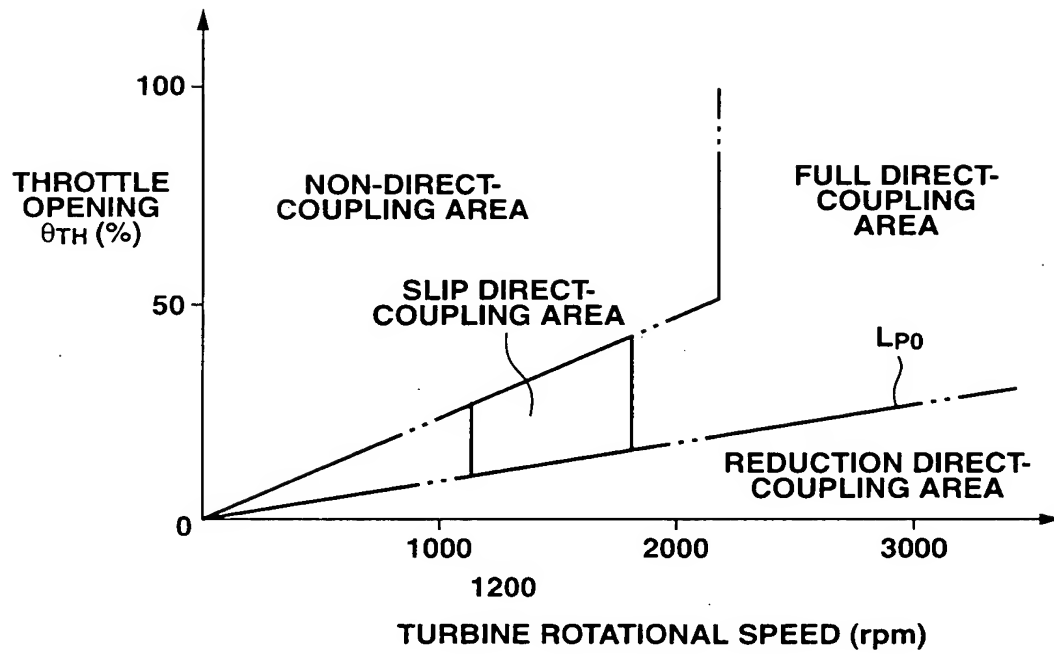


FIG.3

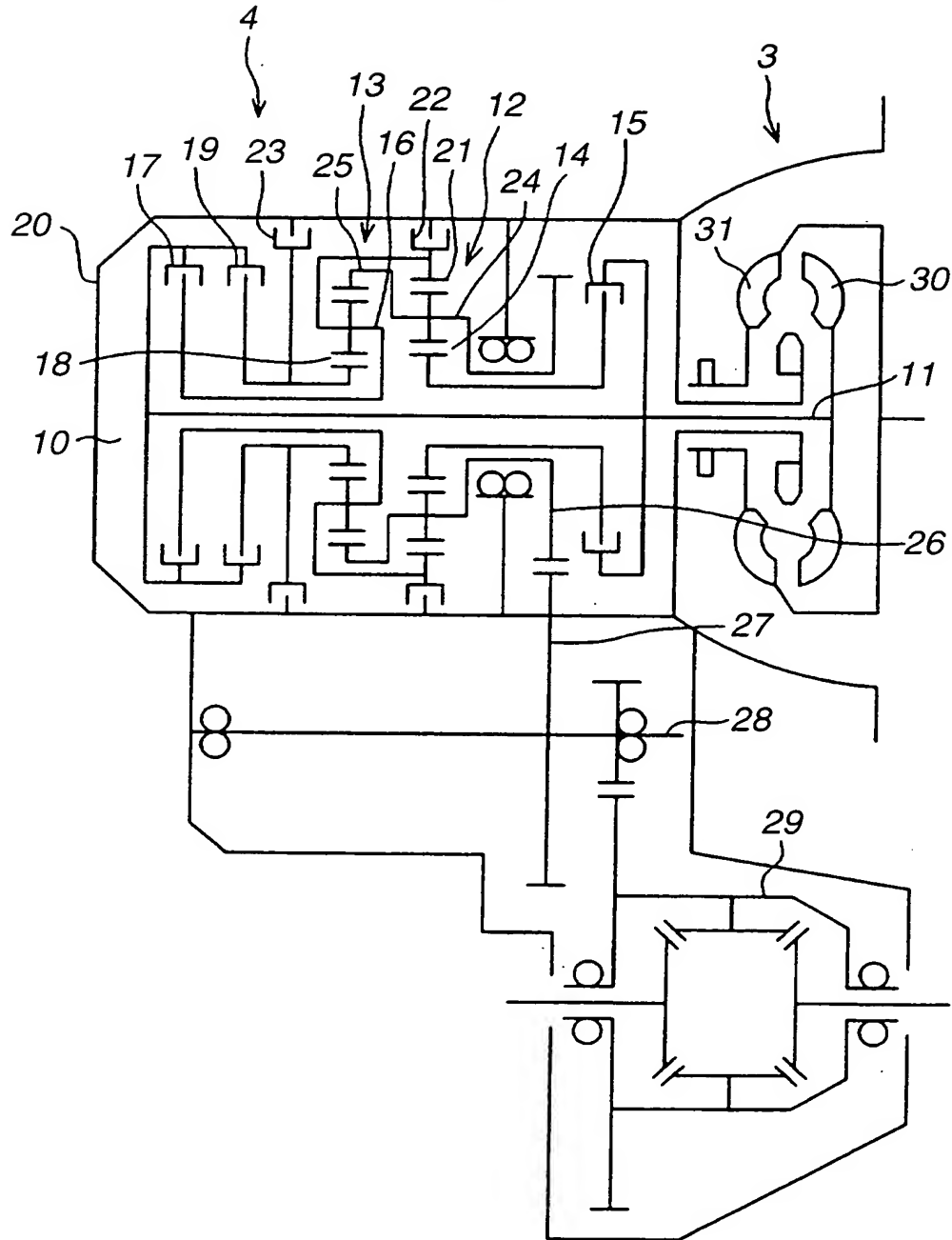


FIG.4

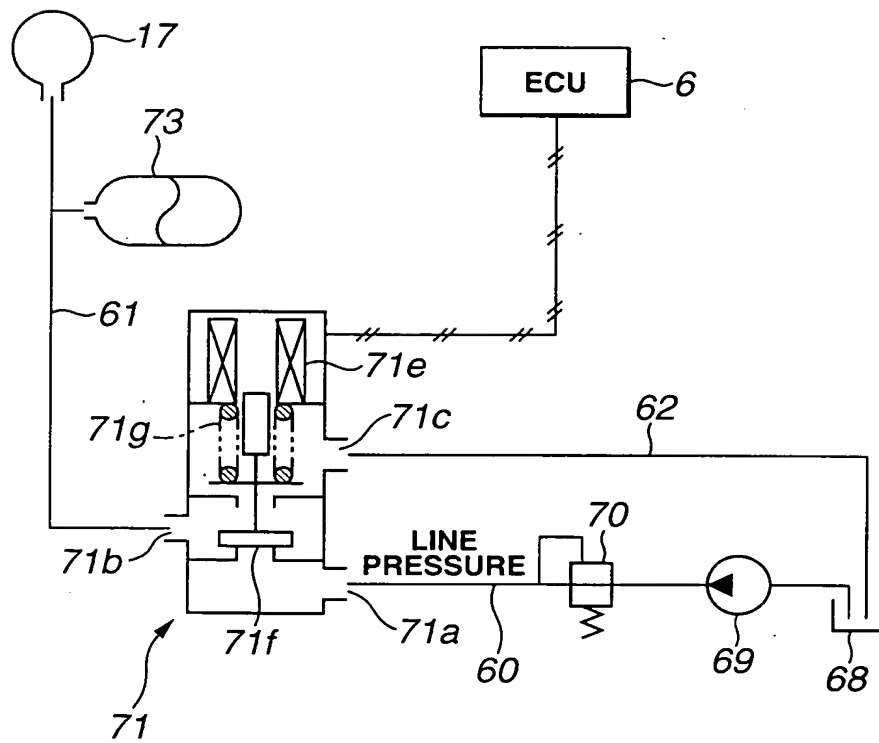


FIG.5

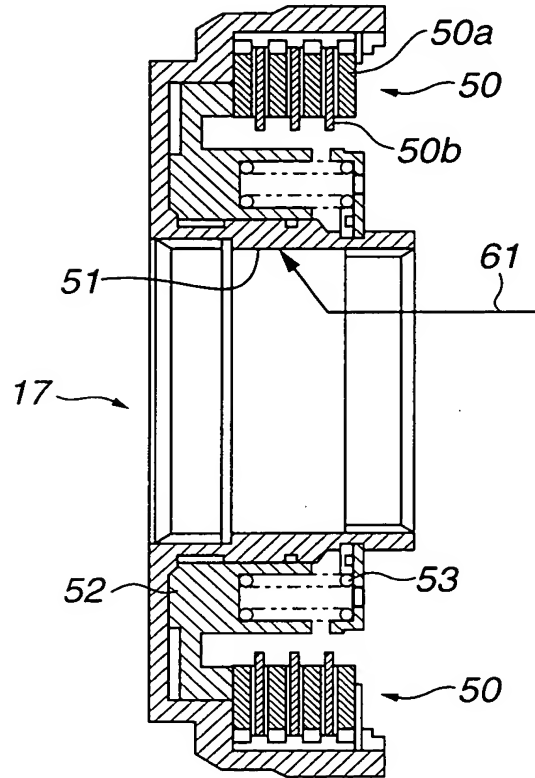


FIG.6

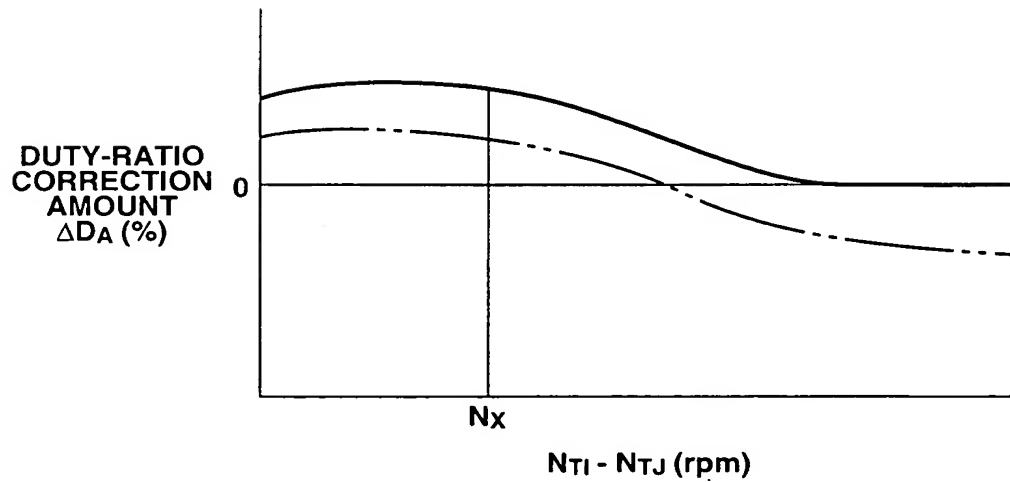


FIG.7

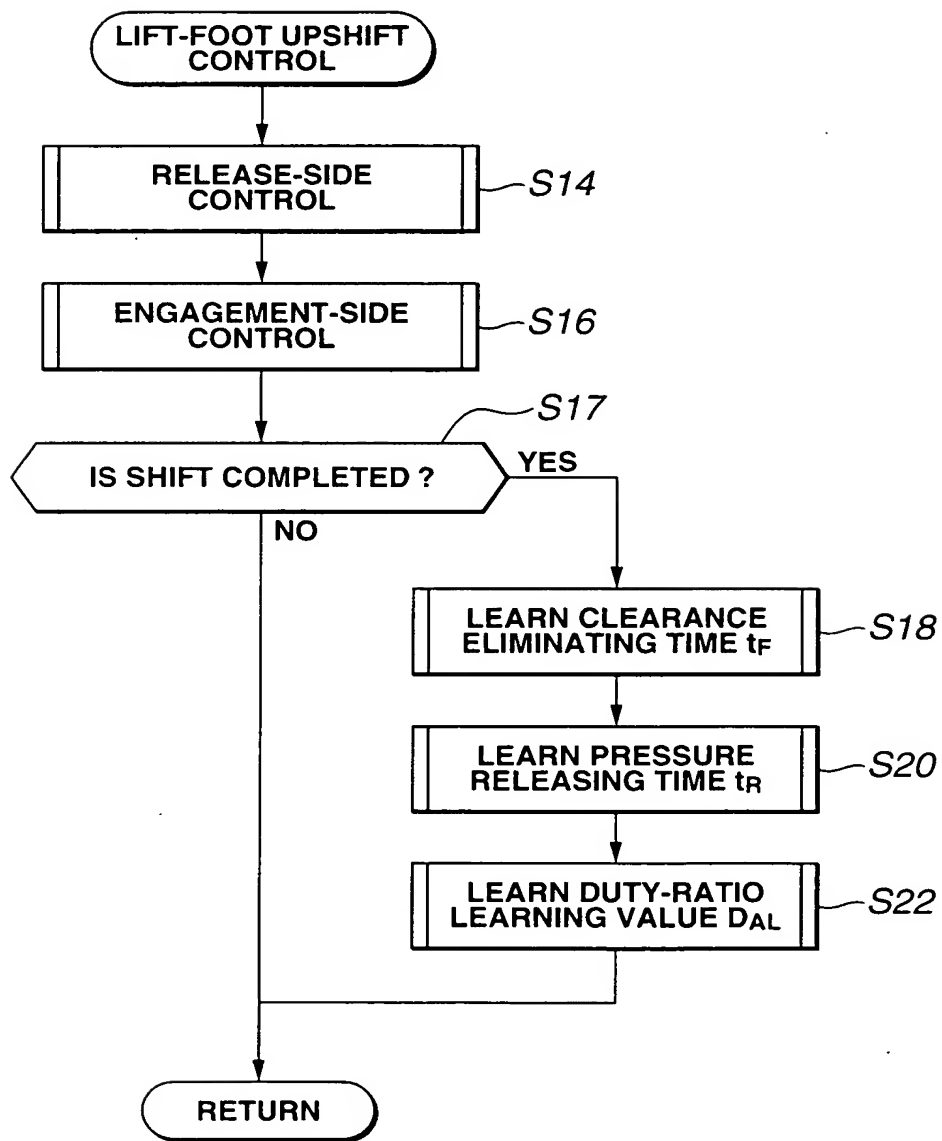


FIG.8

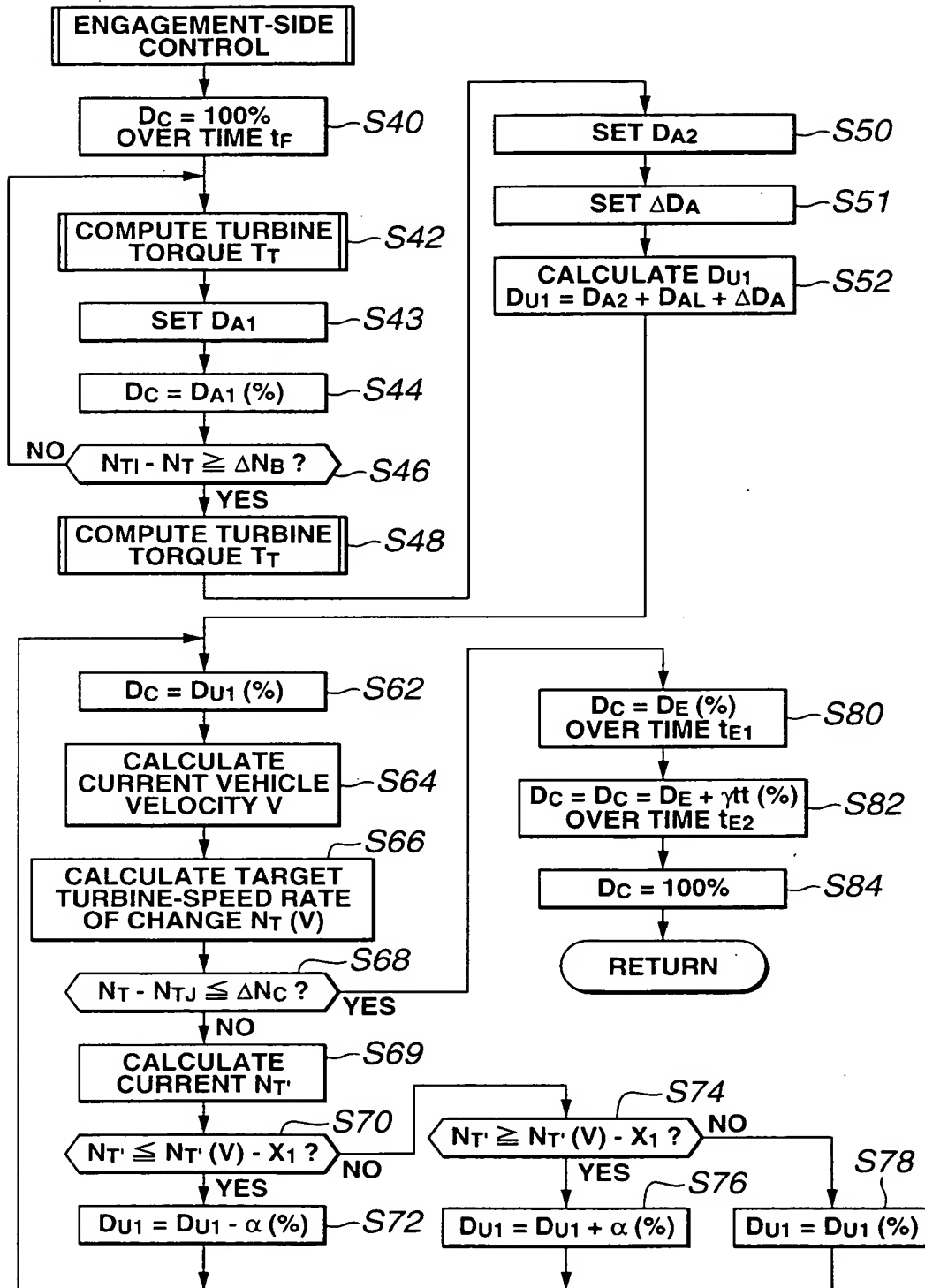


FIG.9

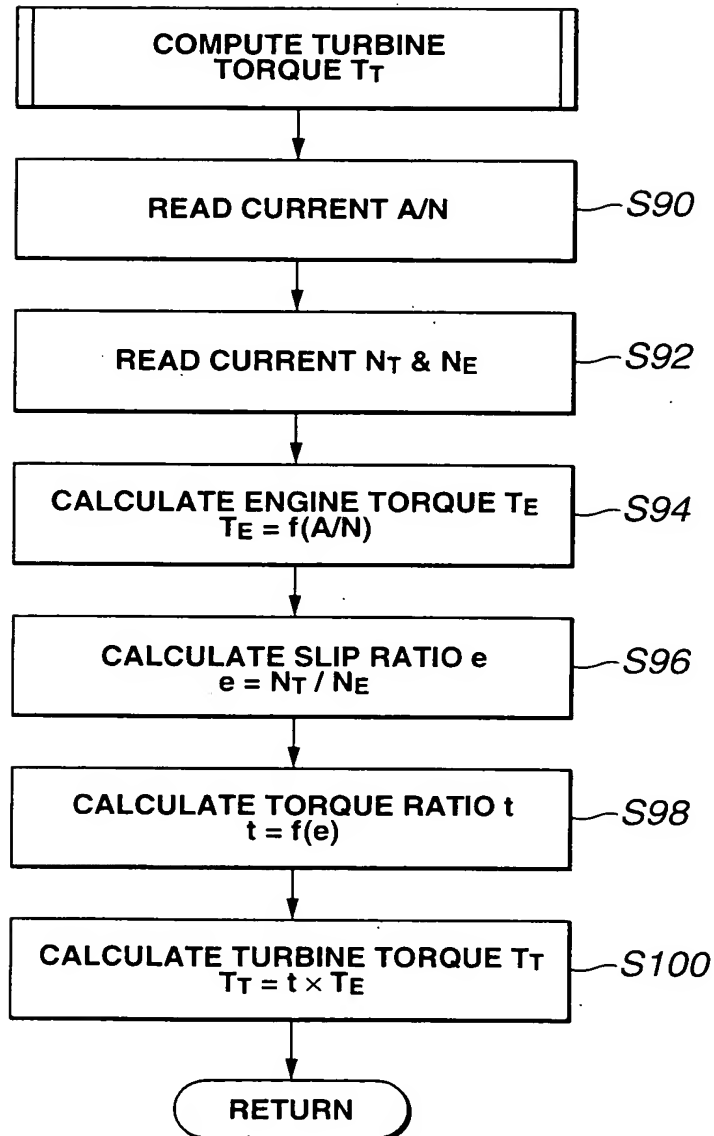


FIG.10A

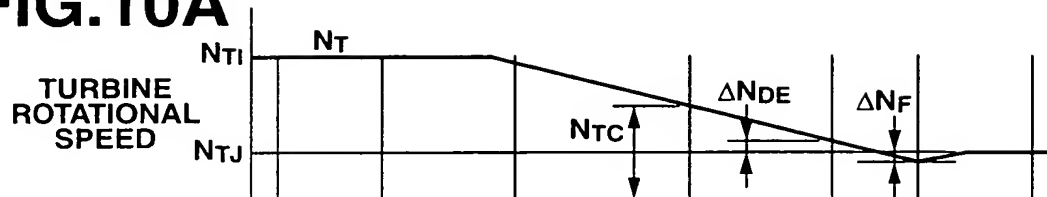


FIG.10B

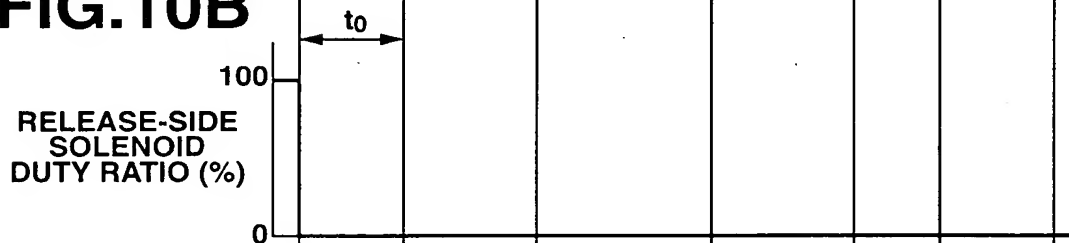


FIG.10C

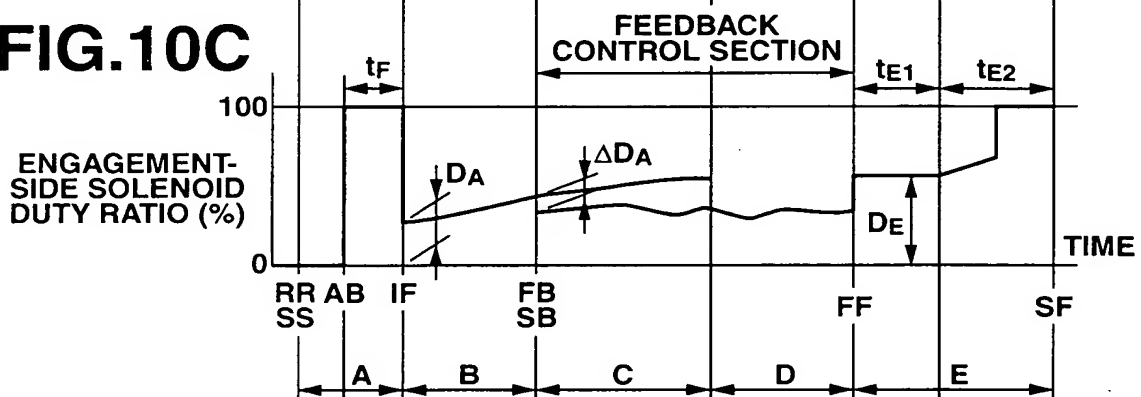
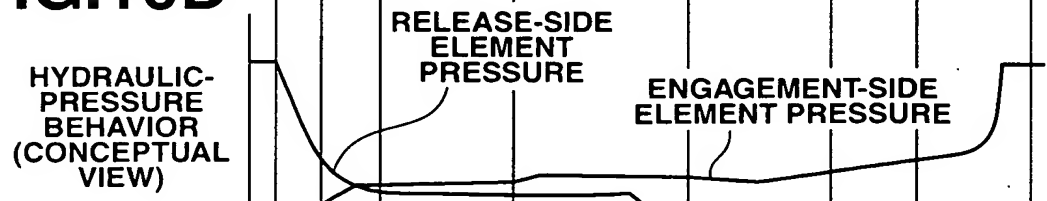


FIG.10D



RELATED ART

FIG.11A1 LOW VEHICLE
VELOCITY & SMALL
($N_{Ti}-N_{Tj}$)

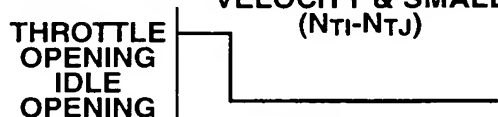


FIG.11A2 HIGH VEHICLE
VELOCITY & LARGE
($N_{Ti}-N_{Tj}$)

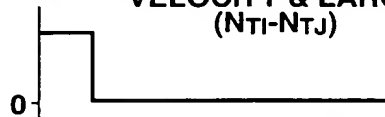


FIG.11B1 INITIAL PRESSURE
DETERMINATION TORQUE

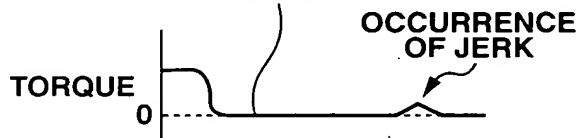


FIG.11B2

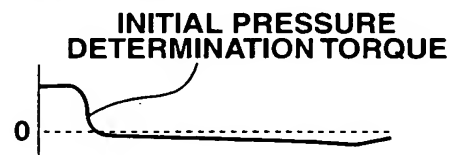


FIG.11C1

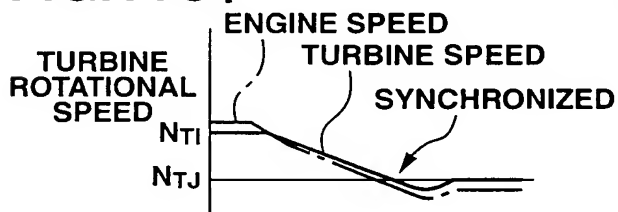


FIG.11C2

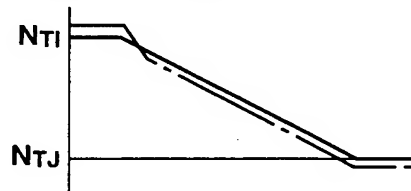


FIG.11D1 SAME INITIAL
PRESSURE

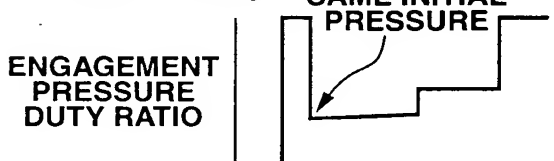
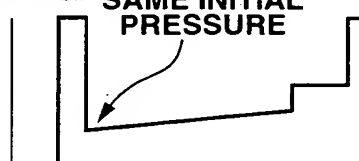


FIG.11D2 SAME INITIAL
PRESSURE



PRESENT INVENTION

FIG.11C3 LOW VEHICLE VELOCITY
& SMALL ($N_{Ti}-N_{Tj}$)

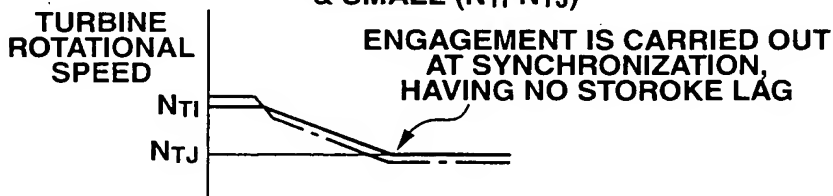


FIG.11D3

